



T e l l T a l e s



Commodore's Log by Derek Budd

Bringing People To Sailing

I had the opportunity to work with John Spillman and others on the Club's annual, free, *Introduction to Sailing* class. The intent of the class is to give a brief overview of how sailboats work, sailing terminology, and different types of sailing such as racing and cruising. I've helped out with the class for several years now and I always enjoy the event. Like most teachers, I learn something every time I teach. This year I learned a bit more about the physics of sailing by helping John explain some of the diagrams in that section of the class. I also find that the class itself is a great refresher for the upcoming season. It's a chance to review safety precautions, knots, right of way rules etc.

The class is concluded with an afternoon of sailing at Emigrant Lake. Jessie Repp and Pete Livers brought their boats and gave all the students rides. The weather was great and there was a good breeze to enjoy. After the sailing, we had a potluck next to the water. It was fun to chat with some of the students and club members and get excited about the coming sailing season.

The sail class students are usually a mix of the just curious, the ready to jump in, and those returning to the sport after an absence. Sailing is not for everyone, but for the folks like us who love the idea, the process, and the sailing environment this class opens the door and gives them a place from which they can take the next step.

This season, I plan on taking a few friends out for a day of sailing. Friends who I think are "sailing people" – but maybe don't know it yet. I think everyone who takes a friend sailing is a sailing instructor. We may teach a bit about trimming the jib, but more importantly they will learn from our enthusiasm and the sailing experience. Think about how you got into sailing and who encouraged you or gave you an opportunity. Now look around you to see if you can do the same for someone else. I encourage each of you to share your love of sailing with the people you know through the simple act of inviting them to come sailing with you.

R Y C 2 0 1 2 C a l e n d a r

M a y

12 Saturday--WORK DAY: Launch Barge & Set Marks
Time: 10:00 a. m. Where: RYC Shed

J U N E

02 Saturday--EDUCATION: Racing Rules Clinic
All racers are encouraged to attend: 10:30 a.m.

02 Saturday--RACE: Icebreaker Trophy
Skippers' Meet 12:00 p.m. / First Shape 1:00 p.m.

02 Saturday--SOCIAL: Icebreaker Microbrew Festival 4:00 p.m.

09 Saturday--RACE: Portsmouth Series #1
Skippers' Meet 12:00 p. m. / First Shape 1:00 p. m.

09 Saturday--SOCIAL: After Race Round-up (Potluck)
TIME: After race. PLACE: RYC Shed
BRING: Something to BBQ, something to share, own drink.

23 Saturday--RACE: Jensen Trophy
Skippers' Meet 12:00 p.m. / First Shape 1:00 p. m.

23 Saturday--SOCIAL: Summer Sailstice potluck
TIME: After race. PLACE: RYC Shed
BRING: Something to BBQ, something to share, own drink.

30 Saturday--SOCIAL: Ladies' Sail Day

J U L Y

07 Saturday--RACE: Portsmouth Series #2 Alternate date.
Skippers' Meet 12:00 p. m. / First Shape, 1:00 p. m.

14 Saturday--SOCIAL: Young Sailors' Day

21 Saturday--RACE: Stamm Trophy & Portsmouth Series #3
Skippers' Meet 1:00 p. m. / First Shape 2:00 p. m.

21 Saturday--SOCIAL: Cheeseburger in Paradise Potluck
TIME: After race. PLACE: RYC Shed
BRING: Something to BBQ, something to share, own drink.
WEAR: Your best Caribbean gear

28 Saturday REGATTA: Southern Cascade Regatta, Rogue YC

29 Sunday REGATTA: Southern Cascade Regatta, Rogue YC

RYC Members must pre-register for meal and T-shirt

[\[CLICK HERE TO REGISTER \]](#)



R a c e r ' s C o r n e r

International Laser Class Rules: Part One

INTRODUCTION

The principle of the Laser Class Rules is that no changes to the boat are allowed unless they are specifically permitted by the class rules. The Class Rules are written to prevent any changes from the standard boat that might affect performance so that on the water each boat is the same. The Laser Rules are in three parts: **Part One** explains the fundamental Class Rule which covers philosophy and any item not specifically written into class rules. **Part Two** tells you what you must do to have a legal boat. **Part Three** details a few optional changes and additions you can make. If Part Three does not specifically allow a change or addition--**IT IS ILLEGAL**.

OBJECT

The Laser is strict one-design dinghy where the true test, when raced, is between helmspersons and not boats and equipment.

FUNDAMENTAL RULE

The Laser shall be raced in accordance with these rules, with only the hull, equipment, fittings, spars, sail and battens manufactured by a licensed builder in accordance with the Laser design specification which is registered with ISAF. No addition or alteration may be made to the hull form, construction, equipment, type of equipment, placing of fittings, spars, sail and battens as supplied by the builder except when such an alteration or change is specifically authorized by parts 2 or 3 of these Rules.

HULL IDENTIFICATION

All Lasers shall have an identification number moulded into the deck under the bow eye or into the transom, which shall be either the sail number or a unique production number. Lasers with sail numbers from 148200 shall display a unique ISAF Building Plaque that has been purchased by the builder from the International Laser Class Association. The plaque shall display the sail number of the boat issued by the International Laser Class Association and shall be permanently fixed in the rear of the cockpit by the builder.

DEFINITION OF BUILDER

A Builder is a manufacturer that has a building agreement from Bruce Kirby or Bruce Kirby Inc. to build the Laser and has rights to use a Laser trademark and has been approved as a Laser Builder by each of the International Sailing Federation and the International Laser Class Association.

END PART ONE

NEXT MONTH--PART 2: Measurements, Control Systems, Control Lines and Fittings, Sail Registration Numbers, Mast, Clothing & Equipment, Sail Requirements, and Hull Coating.

A r o u n d t h e D o c k s

Howard Prairie Resort Opened Gates April 15

The *Tell Tales* staff visited Howard Prairie Resort the day after the gates were opened to receive the summer onslaught of boaters, fishers and campers. What we found there was a group of hard working people restoring the resort from the wear and tear of last year and the effects of the winter. While there we gave a wave to Jen, our favorite executive chef, and we had a chance to talk to Terry Sauerbutts (*photo below right*). Terry gave us a tour of what the early resort crew was up to. As you can see below they were out checking mooring balls, and work-



ing on the jitney-barge.

There is a lot more left to do before the fishermen and sailors begin to arrive *en masse*. Unfortunately, this was a warm winter with little snow pack around and above the 4500 foot level, and for the third year in a row, the lake did not



freeze over like Hayatt Lake did (*see right*). That has consequences with weeds allowing growth throughout the winter. Hopefully, a solution to the weed problem will be found soon. Terry said that there is a chemical that is approved in 30 states (not Oregon however) that would do the trick inexpensively if it could be approved. *photos by Thomas Doty*





C r u i s e r ' s C o r n e r

Getting Ready to Sail? What's Important?

Now is the time of year that all of us sailing enthusiasts begin to prepare our boats for the summer sailing season. We find ourselves crawling around the deck touching up bright work and topside paint. We check and touch up or do over our bottom paint. We inspect the cabin checking the bilge, battery, and bedding (*for those of us who sleep aboard*). Among the items we all should look at, before we go afloat, is our safety equipment: PFDs and throwable flotation should be checked carefully for aging and/or damage, distress signals like flags and flares for damage and being out of date, tow lines and anchors, flashlights, first aid kits, and finally fire extinguishers.

Having fire extinguishers aboard are useful for passing USCG and Sheriff's boat inspections but to keep them current they should be inspected at least once every year by a certified inspector. Just because you have had the same extinguisher(s) aboard for the past five years doesn't mean they will work effectively when you need them the most, powder settles and tanks may lose propellant over time. A marine extinguisher should be rated for, at least, Class B & C uses (*flammable liquids and electrical fires*). USCG requires extinguisher(s) on boats if one or more of the following conditions exist: inboard engines, closed compartments and compartments under seats where portable fuel tanks may be stored, double bottoms not sealed to the hull or which are not completely filled with flotation materials, closed living spaces, closed stowage compartments in which combustible or flammable materials are stored, permanently installed fuel tanks or tanks that cannot be moved in case of fire. In boats up to 25', under the above conditions there should be at least one extinguisher and on boats 25' to 40' there should be at least two. The best extinguishers have a metal head so that they can be recharged by a certified professional. They should be inspected, by you, monthly to make sure that seals and tamper indicators are not broken, pressure gauges or indicators read in the operable range, and there is no obvious physical damage, corrosion, or leakage.

Finally, it is a good idea to check now, after trailering and often during the season your fuel tank and propane, hoses, fittings and on board ventilation system, so your boat doesn't end up like this.



S a i l i n g E d u c a t i o n



RYC Free Sailing Class 2012

by John Spillman

Last Saturday we wrapped up this year's Free Sail Classes with a beautiful day of sailing for the students at Emigrant Lake followed by a great season opener potluck/BBQ. The day was sunny and the wind was blowing which felt like quite a blessing given the Spring weather so far. Although we initially had a light turnout for the first in-class



session the student body grew for the second class and nearly everyone came out to the lake to enjoy the afternoon of hands on sailing. All of the students were engaged and enthusiastic about sailing and many are already on the hunt for their first boat. One of the students, Jim Kennedy, even joined the club after the first night of instruction!

The social after the sailing was really nice with lots of great food and laughs. Club members connected well with the students and gave an excellent first impression of our club's camaraderie.

The two classroom sessions were hosted free at Plexis Software. Thank you to Commodore Derek Budd for arranging for this classroom with his employer. I also want to thank Jane Anderson, Mark Warwick, Jay Harland and Derek





for teaching the class with me. Thank you to Peter Cipes for his help with the class presentations and publicity materials.

A big thank you to Jeanne Klein and Kristy Rogers for setting up a fantastic social out at Emigrant Lake, buying the food and preparing the BBQ. Finally, thanks to Pete Livers, Jesse Repp and Mark Warwick for bringing out the boats to sail with the students and keep them safe.

Seeing the student's faces returning to the dock after sailing it was obvious that sailing fever was enjoyed by everyone!

Sail Class photos by Derek Budd

C l u b B u s i n e s s

Next RYC Board Meeting: May 8, 2012

More 2012 Sail Class Photos

2012 One the Water Sail Class photos by Derek Budd



- Alpha
- Bravo
- Charlie
- Delta
- Echo
- Foxtrot
- Golf
- Hotel
- India
- Juliett
- Kilo
- Lima
- Mike
- November
- Oscar
- Papa
- Quebec
- Romeo
- Sierra
- Tango
- Uniform
- Victor
- Whiskey
- X-Ray
- Yankee
- Zulu



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San Juan 21 for Sale

Ted and Marcia Fasy (*former RYC members*), due to health reasons, want to sell Ted's 1976 SJ21, **Ricochet**, sail #1720, for \$3,900 they have receipts for 6 sails originally worth almost \$4000. It's a boat with sail number 1720 Ted did a lot of rigging on the boat, and it is in good shape. Ted found that it was a competitive boat. Marcia says that Jane Anderson knows the boat since she crewed on the boat during races while Ted was a member. For purchase information please contact Marcia Fasy at 541 226 2549 and 541 441 7627.



Ricochet, San Juan 21

Catalina 22 for Sale

Wayne and Joan Brown (*former RYC members*) are selling their Catalina 22, **Windfall**, since they bought another boat and don't want to maintain both. This boat formerly belonged to Bob James, who kept it in great shape, and the Browns who also have kept it in great shape. It has a brand new kicker motor, some new rigging, and changes to make it easier to single hand. Wayne and Joan would like to sell it to someone local, both for the convenience and also just to keep **Windfall** in the area. For more information Call Wayne or Joan Brown at 541-482-7301.

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